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GRUMMAN
news

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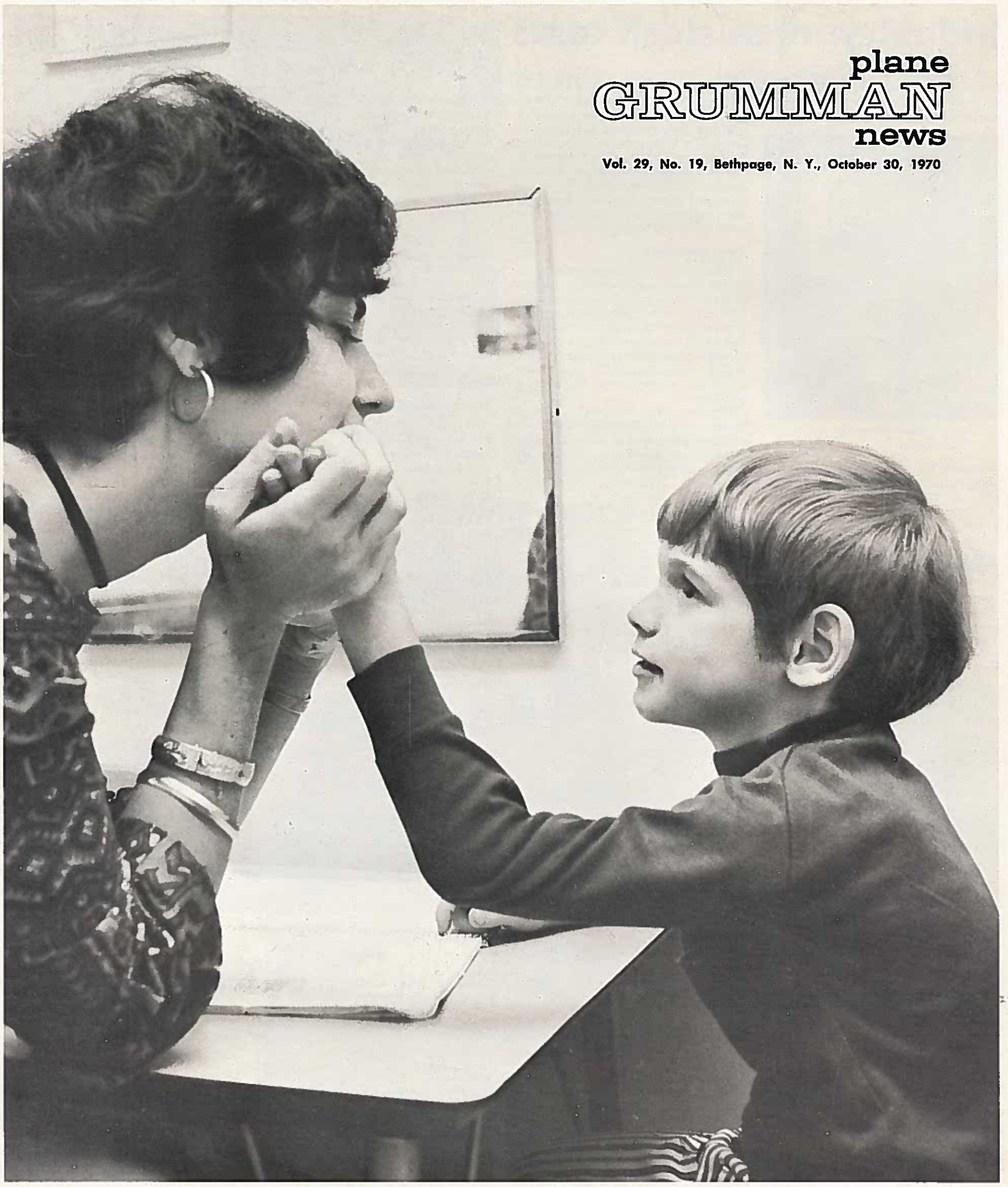
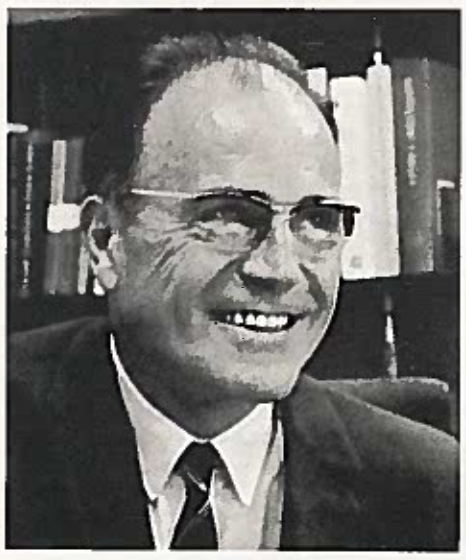


Caring is Giving — GO UNITED FUND

Industry must slash costs to stay healthy—Hedrick

At the AIAA annual meeting in Houston last week, Senior Vice President Grant Hedrick charged the aerospace community with pricing itself out



Grant Hedrick

of the market, even as the shipbuilding industry has done. The cost of aerospace hardware in this country, he said, "has increased at a rate that jeopardizes our ability to compete in world markets," and he charged that the "national defense posture is compromised" because "the military services cannot afford the hardware they need at our prices."

Urging the "materials and structures people" to take the lead in restoring the aerospace community to profitability, Hedrick, now director of Technical Operations, former chief of Structures and former chief technical engineer, turned to four major areas that could yield important cost savings:

New materials

Titanium alloy development should be in the direction of increasing strength properties and reducing manufacturing costs. Both boron and graphite fibers have a place in future structures, he said, the choice depending on the type of loading and stiffness required. Fiber-organic matrix composites will have to be cheaper if they are to contribute to profitability.

Hedrick strongly advocates a National Materials Center that would coordinate materials research and provide a clearing house for expediting collection and distribution of materials data, as the Air Force Materials Laboratory at Wright Field has done.

"Manufacturing is where the biggest potential dollar savings are buried and where the battles for survival will be fought," Hedrick declared. "The science of low-cost manufacturing took a back seat in the aerospace community during the past two decades while the researchers, educators, engineers, and managers were bedazzled by the more abstract aspects of technology."

The use of castings in airframes structure, he said, has never been fully exploited.

High-integrity castings and low-draft/close-tolerance forgings offer potential cost reduction, as do cheaper ways of metal removal, e.g., gasjet laser cutting. The synthesis of an automated system of manufacturing to reduce handling, make maximum use of existing automated equipment, and provide for automatic defect detection Hedrick sees as "the challenge of the '70s for the airframe producer."

'No maintenance'

Reduce ownership cost, he suggested, by developing materials that are so tough and durable that the structure, once built, will not require maintenance. The structural designer can still help, he added, by designing structures that allow quick and thorough inspection and maintenance of structure and its systems.

Broaden perspective

"One type of engineer that I think is essential to the trends we should seek is the multi-disciplined design engineer," Hedrick said. In the past 25 years the trend has been to narrow specialization without, at the same time, educating and training "the professional general practitioner engineers who are needed to properly weigh and blend the specialties to achieve the most profitable end product." He said he was glad to see an improvement in the art of teaching design "in a way that exploits its excitement and draws the most creative young people into this profession." But industry "must do its share by reorganizing to encourage the development of the multi-disciplined design generalist."

"I believe the big gains in effective cost reduction," he concluded, "are to be found by the inventors in the materials laboratories, the creative designers at the drawing boards, and the manufacturing and process engineers on the shop floors. Therefore, we should aim our future education and professional development to capture and retain the best talent in these areas."

Navy awards F-14 contract

The first production order for the Navy's F-14A air superiority fighter has been received by Grumman. The contract amounts to $208 million.

Current employment levels will not be affected by the contract. There is an expectation that larger buys will be forthcoming as the F-14 is proved in test flights. The first test flight is scheduled for December 8.

The F-14s are to be Fleet-ready in 1973. BIS (Board of Inspection and Survey) trials are scheduled for '72.

On the action board now are three basic jobs. The first F-14 is being fabricated in Plant 1, SITS (System Integration Test Site) is running avionics tests at the Grumman facilities at Point Mugu, Calif., and seat-ejection tests are in progress at China Lake, Calif.

On target!

Another Grumman-Navy success at Point Mugu!

Just recently, for the first time, the Hughes AWG-9 Phoenix weapon control system, married to F-14 avionics in a representative aircraft installation, successfully tracked a live aircraft target.

The installation was SITS (System Integration Test Site); the live target was an F-4. Communications with the F-4 were accomplished via the ARC-51 installed in SITS. F-14 navigational inputs and displays were interfaced functionally.

The test verified the capability of SITS to close the time gap between ground and flight test work—a significant forward step in the F-14's weapons system development.

Welcome home. Marines go on parade with A-6 in background as VMA-242 returns to welcoming celebration at El Toro, Calif. (USMC photo)

First Marine A-6 squadron back from Vietnam

EL TORO, Calif.—Six A-6 Intruders arrived at El Toro September 19 and were greeted by a large crowd that was on hand to welcome the returning Vietnam veterans to El Toro.

With the arrival of Marine All-Weather Attack Squadron (VMA-AW)-242, it marked the end of an 8,000-mile trans-Pacific flight from Da Nang, Vietnam. The squadron also has the distinction of being the first A-6 unit to be deployed from Vietnam and the first A-6 unit to be stationed at El Toro.

The squadron returns to El Toro as part of President Nixon's announced Phase IV redeployment of U. S. Forces and will join the 3rd Marine Aircraft Wing.

Da Nang was the jumping-off point for the long trip home; stops were made on Okinawa and Wake Island for rest and maintenance. The last and longest leg of the journey was made from Hawaii. El Toro based Marine Aerial Refueler Squadron-352 supported the operation.

Ordered to Vietnam in October 1966, the squadron joined the 1st Marine Aircraft Wing as the first Marine A-6 squadron to fly combat missions in that country.

In March 1970, 242 set a Navy/Marine Corps record when the then commanding officer Lt. Col. S. P. Lewis flew the squadron's 15,000th combat mission.

During nearly four years of combat, squadron pilots flew a total of 16,599 combat sorties, compiled 21,514 flight hours, and dropped over 94,000 tons of ordnance.

The first Intruder to touch down at El Toro was piloted by squadron commanding officer Major Patrick McCarthy, who was greeted plane side by Major General Robert G. Owens Jr., Commanding General of the 3rd Marine Aircraft Wing.

Mutual goals. Tom Kelly (R), deputy director of the Space Shuttle Program, looks into future cooperative space possibilities with engineers from West German firm of Dornier Company: Klaus G. Koegler (L), Peter J. Starke, and Rudi G. Reichert. The Dornier firm recently joined the Grumman/Boeing Shuttle team. (Photo by Larry Van Wallendael)

Name Butler, Lamberta, Merritt to new posts in Manufacturing

Familiar faces are in new places at Bethpage and Calverton. Paul Butler is now in Plant 2, where he is manager of Operations for the Electron Beam Welding and Titanium Forming activities; Bill Lamberta is the new director of Manufacturing Engineering, Plant 2; Tom Merritt, up from Savannah, is now in Plant 7 as manager of the Calverton Facility.

Butler has been on staff to Vice President Corky Meyer since the summer of 1969. In his new assignment he will be responsible for the "team effort of all functional departments" of the E-B Welding and Titanium Forming facility. He will report on quality, cost, and schedule status and will in general be responsible for the success of that program.

In 23 years with Grumman, Butler spent 12 in Flight Test and then moved to Business Development, where he was associated with the Mohawk Program. He then became assistant director of Government Flight Acceptance for all tactical aircraft, 1965, and in the fall of '67 shifted to the space program as director of LM-2. He took over direction of all of S/CAT (Spacecraft Assembly and Test) the following year. Since then, he has been on Meyer's staff.

Butler and a friend spent their spare time last winter rebuilding a wrecked Stinson Voyager to flyable condition. Paul is a pilot, a director of the Grumman flying club, resident of Bellport and father of seven, including two sets of twins.

Wide experience

For 18 years Bill Lamberta has been going through a process of seasoning for his job as director of Manufacturing Engineering. His new responsibilities will embrace Methods Planning, Tool Design, and Tool Fabrication "and all the activities that fall within those areas."

Tooling is a big piece of the action, including as it does all the new tooling developments for the F-14 Program. "For example," Bill says, 'the automated drilling tools in Plant 3 for the F-14 outer wing panel, because they are available right now, will bring down significantly the cost of manufacturing the first airplane."

Lamberta started with Grumman in 1952 as a tool designer. He was responsible for Manufacturing Engineering functions on the E-2A and then became

(Continued on page 10)

Dornier joins Grumman-Boeing space team

The Grumman/Boeing Space Shuttle team, with an eye on the present—and the future—recently welcomed to its team of experts the well known West German aerospace firm of Dornier Company. Vice President Larry Mead, director of the Space Shuttle Program, is just completing a week of business conferences in Japan with Japanese aerospace firms, and talks have been held with a leading French aircraft company. All this is part of the climate of international cooperation being encouraged by the United States Government and the National Aeronautics and Space Administration.

Engineering representatives from Dornier spent nearly two months at the Grumman Space Center in Plant 25, and at Houston, before returning this week to West Germany to make proposals to their government for future space project cooperation and funding. They said the European countries of Belgium, England, France, Italy, the Netherlands, Switzerland, and West Germany are interested in a joint post-Apollo space effort with the United States. Dornier's cooperation with Grumman/Boeing on the Space Shuttle will mark the first contribution of European aerospace experience to the team of Shuttle specialists.

Earlier study

The Germans reported that they had conducted a comparable study in 1962-65, but because of the funding required, they went no further than putting it on paper. Their firm's experience includes launch vehicle and aircraft systems design and research, as well as the aerodynamic and thermal-dynamic analysis for which they will be responsible on the Grumman/Boeing Shuttle proposal.

Representatives of Avco Corporation joined the hard-working Shuttle group in Plant 25 last month. The Grumman/Boeing team is now comprised of the following:

- Grumman Aerospace Corporation, overall Space Shuttle study management, orbiter design and operations
- Boeing Company, booster design and operations
- Aerojet General, cryogenic tankage
- Avco Corporation, thermal protection systems
- Dornier GMBH, aerodynamic and thermal-dynamic analysis
- Eastern Airlines, operations and maintenance

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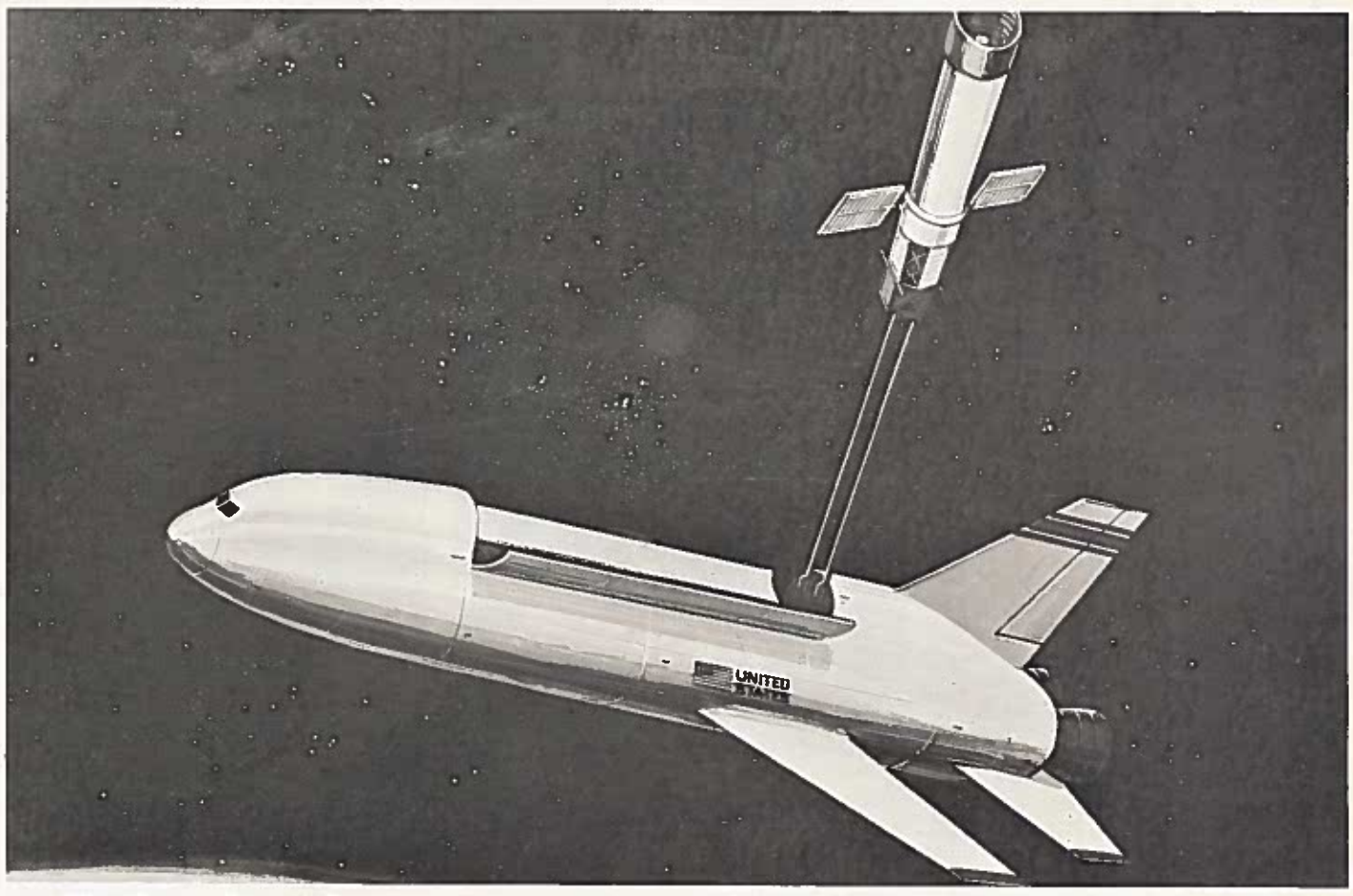


Shuttle packs a telescope. Craig Kavafes' concept shows a Shuttle orbiter equipped with remotely controlled manipulator arm in cargo compartment, delivering future optical space telescope into earth orbit. The arm could also be used for assembly of modularized space stations.

Pike sees updated air arm as vital to defense, growth of technology

Rep. Otis Pike led off with some humorous introductory comments recently at a dinner meeting of the Society of Flight Test Engineers held at King's Grant, Plainview, then settled down to some serious observations on the state of the aerospace industry.

There was a surprise, for example, as Representative Pike said: "Long Island is getting its fair share of over-all defense spending." And he went on to say that New York State has advanced to second place in terms of dollars flowing in. Texas, which has been second, is now running third.

A staunch defender of air power and knowledgeable about the multiple uses of aircraft, partly because of his membership on the House Armed Services Committee, Pike made a brief but powerful pitch on the necessity for balance and the continual updating of the nation's air arm. On the question of balance, Pike pointed out that, historically, one particular phase of national air defense has been over-accentuated, naturally to the detriment of the other; for example, there was a "massive retaliation" phase, a "strategic nuclear force" phase, and so on. To Pike, this distorts the picture of national needs.

On updating and building new aircraft, Pike believes that "we should make a commitment to design an aircraft every four years. That would keep us apace of technology and ahead of a threat by a potential enemy." This must be a firm national pledge, he said, one that the public must be made aware of; and that means that people in the aircraft industry have a communications job to do.

Twenty-one technical papers were presented during the three-day session of the Flight Test Society. On hand were more than 115 people representing, in addition to Grumman, 25 flight-oriented organizations, such as the Federal Aviation Authority, the National Aeronautics and Space Administration, General Dynamics, Fairchild Hiller, British Aircraft Corp., Sikorsky, and Boeing (Seattle).

The over-all purpose of this inaugural symposium was to "exchange information and foster understanding of flight testing as it will be conducted in the 1970s; provide a forum for the presentation of ideas and accomplishments linking advanced testing and computing techniques; to discuss mutual problems of the flight test community in implementing technological advances and in applying new techniques."

There was something else, too: installation of national officers: George Clarke, president, NATC, Patuxent; Warren Dodson, vice president, assistant director of Analysis, FAD, Grumman; Paul Arieti, treasurer, Grumman Data Systems; Harry Down, secretary, NATC; and directors Arthur Pugliese and Bob Edgerly, both of Grumman FAD.

Planes and dollars. Rep. Otis Pike (R) emphasized the nation's defense need to develop a new aircraft-type 'every four years.' Chatting with Pike here are (L to R) Pete Viemeister, President of Grumman Data Systems, George Bye of Boeing, George Clarke, and Bruce Inman. (Photos by Fred Annette)

Defense outlook. Rep. Otis Pike of Riverhead, Grumman Vice President Corky Meyer, and Mrs. Richard Kenefick, wife of the president of the Long Island Chapter of the Society of Flight Test Engineers, discuss the U. S. defense posture.

New contract

Grumman signed a $2.8 million contract with Dassault Avion Marcel Co. of France on October 15 that covers initial effort to design nacelles for the AiResearch turbo-fan engine which will power the Dassault Falcon 10 aircraft. Production of the nacelles is scheduled to start in 1972 at the Grumman Aerospace Facility at Savannah, Ga.

Grumman team members who completed the negotiations were Rolf J. Larson, director of Contracts (acting) and chief negotiator; Gus Spanopoulos, Contracts Central Pricing; Bob Zummo, Business Development; Joe Frisino, deputy for Plans and Proposals, Product Manufacturing; Ray Mur, Grumman Aerospace Secretary and General Counsel; Harry Simons, Grumman International; and Charlie Coppi, Gulfstream Engineering manager.

Ad notice

Hold on a little longer, gang. A special four-page ad supplement will be delivered to Long Island plants next Friday, November 6. Please, when submitting advertisements, use the special form available at ESO.

Crisis ahead?

"The United States is drifting toward its most serious defense crisis since the end of the Second World War."

That judgment comes from Robert Hotz, editor-in-chief of Aviation Week & Space Technology. He sees this threat to national security as a three-pronged problem:

- Decline of U.S. military capability
- Expansion of military technology by the Soviets
- American preoccupation with domestic issues

Hotz points out that the "enormous expenditures on the war in Southeast Asia plus heavy cuts in recent defense budgets" have left the U.S. with "an increasingly thin line of first-class combat units. . . . " And he goes on to say, "Because research and development funds were diverted to pay for operations in Southeast Asia, an entire technical generation of new development has been lost, particularly in the area of strategic weapons."

He has deep concern, too, about what he describes as the "studied indifference by political leaders in the West" to the military build-up going on in the Soviet Union. "The Soviet Union has now achieved strategic parity with the U.S. with a series of new-type ICBMs, a new strategic bomber and a rapidly expanding nuclear missile-launching submarine fleet. At the present relative rates of progress, the USSR will achieve a significant strategic superiority over the U.S. in a few more years. In addition, it has developed new generations of interceptors, strike fighters and airborne assault equipment. It is also building a mighty navy, whose presence is already felt in three oceans and five strategic seas.'"

As for the matter of this nation's current emphasis on domestic problems, Hotz believes that few responsible leaders "are trying to give legislators and the public details of this (Soviet) threat. . . ." He feels that rhetoric and misplaced confidence have led to a dangerous "military euphoria."

In essence, Hotz fears that the mood of America has changed: We reacted sharply—and correctly—during the 1962 Cuban missile threat, but now, when the threat is much greater in magnitude, hardly anyone raises an eyebrow. That greater threat he mentions is "basing a substantial fleet of Soviet Yankee-class nuclear missile-firing submarines in American waters"—which could outflank Safeguard ABM deployment and "expose the Strategic Air Command bomber fleet and the ICBM command and control networks. . . ."

As a clincher, he observes that there is a fundamental difference between our military approach and that of the Soviet. 'This nation," says Hotz, "usually exerts it (military pressure) only in crises when our direct interests appear threatened. The USSR uses it inexorably as each new increment becomes available, tightening the screw another turn wherever an opposing weakness warrants." The difference **really** makes a difference.

Hotz suggests that right now we simply aren't committing the defense funds needed to stay even, much less to keep a commanding lead.

caring is giving

UNITED FUND

Maybe it's a little girl down the street who is crippled, or a man around the corner suffering from the pains of arthritis, or a friend in need of X-ray therapy, or a relative no longer able to manage his affairs without psychiatric care. Maybe it's . . . maybe it's just about anything a person can suffer from . . . anywhere on Long Island.

That, in essence, is the scope of the United Fund of Long Island: people, some two and a half million of them, some 800,000 in need of some form of community service assistance in 1971.

It's a big job, and it's getting bigger as Nassau and Suffolk expand in population; and as costs of necessary services continue to soar.

That's the crunch: money. Last year, the people of Long Island contributed $2,800,000 to the Fund. The target this year is $3 million. It can be done!

Over the years, Grummanites have done a lot to make the Fund drives successful. Another opportunity to help others on the Island begins Monday, November 2, as the Company launches its United Fund Drive.

Along with your paycheck on November 5, you'll get a little booklet, "22 Excuses or How **not** to give"— a handy-dandy collection of alibis that, according to the UF, don't hold water. A bit later, you'll get a pledge card if you're not a member of the Fund; on the back of that card will be a suggested schedule of Fair Share giving.

But full participation, for any amount you specify, is the main objective. All you do is fill in the amount you want to give, sign the card, and send it to your nearest Employee Services Office. From there on, it's automatic through the Company's payroll deduction plan. You don't have to fiddle with the books, so to speak; the Company takes that burden off your shoulders. And since payroll deduction is the method, it's painless: You don't miss money you don't see.

And lest you think we've forgotten about those who are already on the United Fund payroll deduction, have no fear: Everyone in that category will receive a window sticker to show you're with the "in crowd."

All of that, though, really misses the main point, which is simply **caring**, having that concern for others that distinguishes the civilized world from the world of predators.

The need is to help support 19 volunteer hospitals and 62 community service agencies. Each hospital and service agency has been screened to make certain that these organizational requirements are met:

- Be incorporated in New York State and operate as a non-profit tax-exempt corporation, which makes gifts by donors deductible for Federal income tax purposes
- Operate in the fields of health, rehabilitation, hospital or character-building services
- Be a member of a planning council approved by the United Fund

In addition, there is a firm policy that **no** agency that is not on the UF solicitation list will receive money from the Fund.

There are other safeguards, too. For example, the UF is committed to the principle that "Unless there is a documented indicator of substantial need, verified by the appropriate planning council, the organization should not duplicate a service already provided by an existing organization, public or non-governmental."

Helping hands. United Fund is a people-helper, always in action at 19 volunteer hospitals and 62 community agencies on Long Island. (Photos by Nat Scherer)

Dornier joins Grumman-Boeing on Space Shuttle proposal team

(Continued from page 3)

- General Electric Company, avionics
- Northrop, orbiter technology

"In our Phase A study for NASA, we're down to just a single configuration in each concept," said Tom Kelly, deputy director of the Space Shuttle Program. "Concept A has an onboard propulsion system and droppable tanks to provide supplementary propellants. Concept B 'comes in two flavors' (1) existing expendable booster (Boeing's Saturn 1C) or (2) a new minimum-cost expendable booster design. Concept C calls for a reusable booster (as well as reusable orbiter), with emphasis on existing expendable booster (Boeing's and J-2S engines, the advanced version of the J-2 hydrogen-oxygen engines that were used on the second and third stages of the Saturn V."

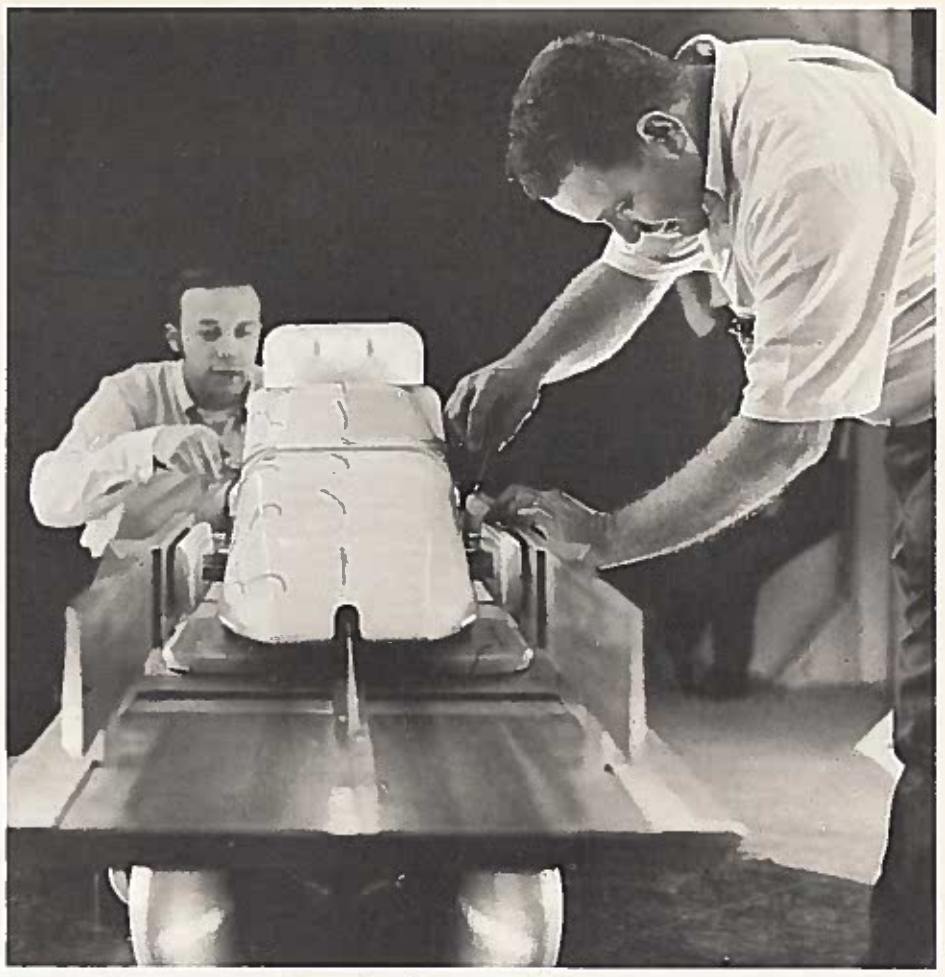
As more and more consideration is given to the role of the Space Shuttle for the late 1970s, "less immediate need is seen for an independent Space Station," according to Kelly. McDonnell Douglas and North American have finished their Space Station Phase B studies and have now been directed by NASA to consider the practicality of a Shuttle-launched space station.

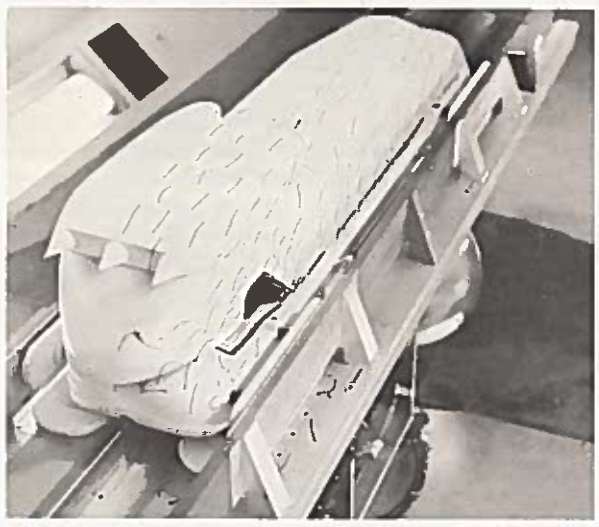
"The Shuttle orbiter itself is a pretty good space station," Kelly pointed out. "It can carry 12 people and stay up a week, and most space station projects can be accomplished in that period.

"The storage compartment of the orbiter is so big—the volume of a 707 fuselage—that it could gradually deliver into orbit separate modules of a long-term modular space station," he added.

Grumman has completed and submitted to NASA a study for the cost savings that could be realized if the Shuttle were to launch and resupply an optical space telescope — for example, the 120-inch telescope so long dreamed of by astronomers.

The prevailing Congressional budget squeeze on the U.S. space program has, in a sense, helped Grumman's competitive position, says Kelly. The Grumman/Boeing goal is to stay within tight budget limitations by holding down the near-term development costs "and our designs can achieve that."





Tunnel time. **Bert Thompson (L) of Aerotest and Dan Griffiths of Instrumentation prepare 1/10 scale model of Grumman's tracked air cushion vehicle for aerodynamic testing in low-speed wind tunnel. Chassis and body, mounted separately, and a segment of the guideway are included in model. The TACRV is seen as a new generation high-speed ground transportation system. (Jim Wagner photo)**

Four from Grumman score in air derby

Skill (and a little luck) propelled four from Grumman into first and second places in the New England Air Derby, held Saturday, October 17, in less than ideal weather.

In snow showers that kept blotting out landmarks on the triangular 322-mile course, the team of John Pereira, piloting his Piper Comanche 26, with John Brook as co-pilot, and Bea McArdle as navigator, placed first in a field of 22. Ellie McCullough was co-pilot of the Cherokee 180 that placed second.

Pereira, who is president of GACE, the Grumman flying club, and who works in Structural Mechanics, Plant 5, called the derby a proficiency-type contest. The course, starting at Newport, R. I., was secret until 15 minutes before the start, when the crews got their maps and had to estimate how long they would take to fly the course and how much fuel they would consume.

"We were fighting the weather all the way," Pereira said. "John was handling the power plant and fuel management and Bea was in the rear, bouncing from one side to the other, trying not to miss any landmarks. Once you get off course, you're in trouble." Brook is in Research, Plant 35. Bea is in Flight Operations supervision, Plant 4. In attaining first place, they missed their estimated time by only 2.9 minutes and .1 gallon of fuel. With par for the course at 7, they got a score of 6.97.

Ellie McCullough, who works in Business Development, Plant 5, is a veteran of many derbies. She was co-pilot this time for Alma Hitchings of New Jersey. In one of the famous Powder Puff Derbies, of 2,800 miles, California to Philadelphia, the two, with Ellie as pilot and Alma as co-pilot, came in 21st out of a field of 92.

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Short shots . . .

How lucky can you get? Tom Harding of LM Logistics, Plant 25, and his wife were in Portugal last week, compliments of TWA. Tom was selected to be aboard TWA's inaugural 747 flight to Lisbon, and departed Kennedy International on October 20 for a five-day "weekend" in Portugal. He did have to pick up the hotel tab, but the flight was free. . . . John Norris, former Navy and Grumman test pilot and now manager of Grumman's West Coast office in El Segundo, Calif., has been elected legal officer of the Society of Experimental Test Pilots.

CALENDAR of events

Notice of events for period Oct. 30 - Nov. 13 should reach Plane News by Tues., Nov. 3.

Amateur Radio Club: Wed., Nov. 18, 5 p.m., WA2-LQO shack on Plant 5 roof, elect. of '71 officers. Emmett Goodman, Ext. 87125.

Amer. Inst. Aero & Astro: Tues., Nov. 10, 6 p.m., Four Seasons C. C., Woodbury, dinner, Brig. Gen. Nelson on "Advanced Manned Bombers, B-1A." T. Smart, 595-3086.

Amer. Welding Soc.: Thurs., Nov 12, 6:30 p.m. dinner, Milleridge Inn, joint ASM-AWS mtg., spkr. J. Chow, Brookhaven Nat'l. Labs, on "Analysis of Moon Rock Samples." John Platania, Ext. 2021.

Aquatic Assoc.: Sat., Oct. 31, 1st anniv., Halloween pty., Astro Motor Inn, S. Oyster Bay Rd., Bethpage, 8 p.m., $7.50 members, $8.50 non-members, dinner, dancing & cocktails, prize for best costume. John Reeves, Ext. 87391.

Chess Club: Tuesdays, 5 p.m., Plant 3 Cafe. Tournaments, games. Alex Ikonnikow, Ext. 7592.

Coin Club: Wednesdays, 12:05-12:50, Plant 25 Vendor Conf. Rms. Ken Hale, Ext. 1936.

Dance Club: Thurs. advanced, Mon. beginners, 8:30-10:30 p.m., Portuguese Amer. Hall, 306 Jericho Tpke., Mineola, $2/session. Len Luke, Ext. 9682.

Duplicate Bridge Club: Thursdays, 5:45 p.m., Plant 3 Cafe. Reserv. not req. Partnerships arranged. Pete Harrington, Ext. 1812.

Ex-Servicemen's Club: First Monday of month, 5:30-8:30 p.m., Plant 28 Audit., exec. & gen. mtg. Pete Volpe, Ext. 84754.

Fencing Club: Fridays, 5 p.m., Plant 30 Cafe., competitive fenc. & instructions. J. Campisi, Ext. 1134.

Horseback Rid. Club: Every Sun., 11 a.m., By-Ways Stables, Huntington, Eng. rid. lessons avail., Donna, Ext. 86214. Club meets 1st Thurs. of month, Plant 28, 5:30 p.m. Caren Carlson, Ext. 2725.

Instrument Soc. of Amer.: Tues., Nov. 17, 7:30 p.m., tour & discussion of computerized traffic control, Sperry Sys. Mgmt., Lake Success. Bob Karpp, Ext. 2275.

Over Forty Club: Mon., Nov. 16, 7:30 p.m., Hearthstone Motor Lodge, F'Dale., discus. on O.F.C. Christmas dinner & dance. Frank Mistretta, Ext. 6427.

Ski Club: Wed., Nov. 11, 8:30 p.m., Holiday Manor, Bethpage. Bill Flynn, Ext. 1823.

Soccer Club: Sun., Nov. 1, 12:30 p.m., Reserves vs Merrick, Bay Park, E. Rockaway, 2:30 p.m., Premier team vs Amityville, Eisenhower Park, E. Meadow; Sun., Nov. 8, 12:30 p.m., Reserves vs Huntington, Grumman field, 2:30 p.m., Premier team vs Jamaica Port., Grumman field, League & cup competition. Karl Herrnkind, Ext. 84181.

Stamp Club: (Bethpage) First 3 Wednesdays of month, 5 p.m., Plant 30 Cafe., swapping, circuit bk. sales, auctions. Marty Harow, Ext. 9172.

Wgt. Watchers Club: Tues., 5:15 p.m., Plt. 28 Lobby. Joann Alvarez, Ext. 2171.

POWs . . .

Who are they? . .

Where are they? . .

Prime movers. **Jim McEnaney (L) and Muriel Leighton, coordinators of the POW drive at Grumman, get moral support from astronauts John Young and Charlie Duke (flanking Muriel) and assistance from Tom Gwynne, LM consulting pilot. (Photo by Larry Van Wallendael)**

"I don't think solitary confinement, forced statements, living in a cage for three years, being put in straps, not being allowed to sleep or eat, removal of fingernails, being hung from a ceiling, having an infected arm which was almost lost, not receiving medical care, being dragged along the ground with a broken leg, or not allowing an exchange of mail to POWs (Prisoners of War) are humane. . . . "—Navy Lt. Robert Fishman after release from a POW camp.

There was more, quite a lot more, as Lieutenant Fishman, Air Force Capt. Wesley Rumble, and Seaman Douglas Hegdahl spoke out about their treatment as prisoners in North Vietnam. It was not a warm tale. It was grim and atrocious.

But they are alive. How many others still live? How many are in POW camps . . . and how are they being treated?

The United States has been trying to get answers to these questions for a long time. And across the land, many individuals and organizations are actively engaged in putting pressure on Hanoi to provide that crucial information—**and** to force Hanoi, by a wave of outraged public opinion, to live up to its obligations under the Geneva Convention of 1957.

A lot is being done about that here at Grumman, largely because of two volunteers—Muriel Leighton and Jim McEnaney — who have launched a letter-writing drive in an attempt to make it clear to Hanoi that Americans **care, deeply,** about the fate and treatment of U. S. citizens missing in action or cooped up in POW camps. Muriel and Jim report that the response has been beyond their expectations.

Letter campaign

The heart of the effort is the distribution of some 13,000 Airgrams preaddressed. The Airgrams are available at any Employee Services Office at a minimal cost of 13 cents each. As an aid to letter writing, model letters are on hand, although everyone is urged to write in his own style: That's where the impact is, in the personal touch.

Many people have become involved. At Calverton, a Grummanite sent information on the POW program to his local high school student council; others have talked up the program at their churches, civic associations, and school boards; Pete Belasco of Production Control, Paul Black Jr. of Final Assembly, and Dick Brown of Plant Protection, members of VFW Post 1469 in Huntington, ordered 1,000 Airgrams that they'll distribute at shopping centers; Paul Couluris of Business Development (who is also a member of the 206th Air Force air refueling group flying out of Suffolk County) distributed 150 Airgrams and shortly after requested 400 more. As Muriel and Jim know from answering a spate of telephone calls day after day after day, there is a ground swell of concern for the estimated 1,500 Americans either missing in action or in POW camps; and there's an indescribable feeling of frustration for the families of those men.

As Muriel puts it: "Instead of merely sitting back and waiting and hoping—instead of giving up — **do something.** You say Hanoi won't listen? Perhaps not . . . **certainly not** if we don't try. Is a man's life worth a gamble? Is writing a letter too much to ask? Why not drop by your nearest Employee Services Office and pick up an Airgram?"

You'll feel better for it. . . .

They're No. 1

When members of the Core Undercutting and Machining (Honeycomb) Department were congratulated on their "good housekeeping" award at Plant 3 recently, it brought back memories. And why not! It was the third time this year that the group had been selected for an award that is based on cleanliness, safety, security, and performance.

How important was it? Who should show up to make the presentation to Foreman Ed Matis and his men but Vice President Tom Rozzi, Jack McNamara, director of Facilities Maintenance (after all, that "cleanliness" handle makes his job a little easier, too), and Plant 3 Manager Ed Warenik.

Now the big concern is that Undercutting and Machining is cornering the market at Plant 3 on "good housekeeping" plaques.

THE ANNUAL HOBBY SHOW: a striking display of many talents

To mourn the passing of the creative ingenuity and astonishing skills that we think of as "old-time craftsmanship" ranks alongside the jolly cable of Mark Twain: 'The reports of my death are greatly exaggerated."

Proof in abundance was on display October 16 at the Hobby Show, where the problem was not lack of excellence but, rather, so much work of high quality that the judges were hard pressed to select winners. But of course, they did select, as they had to; and there was no murmur of dissent as the top award—worth a $100 bond—went to Ed Birkett of Plant 36 for his finely detailed wooden model of a 14th Century knight's helmet and gauntlet.

"Most realistic," was the judgment of the model by a man who's in the know about such things, Emil Prochaska, foreman of the Plant 5 model shop. Prochaska eyed the carving carefully, and in tribute to Birkett's talents, he remarked that "Each rivet looks as though it were hand hammered!" The other eight judges agreed, and the model reigned as Best of Show.

Birkett, whose artistry had won him second place in the 1968 Hobby Show, is looking ahead to yet another ambitious project, that of carving a suit of armor.

"Meanwhile, back at the show," lots of people were pulling down honors in a variety of categories. For example, indefatigable and multi-talented Astrid Sipos won two first prizes, one in embroidery and one in needlework. She's an engineer in Plant 2's Industrial Engineering area and—to keep away from lazy habits—studies for a master's degree at Hofstra evenings.

Then there was the entry submitted by Ray Muntz: a model of Canadian Pacific's car No. 38, the one built in 1885 for the line's president. Some 650 parts went into the making of that model, which features paneled walls and (Would you believe?) tiny Persian rugs!

Arnold Johnson of Plant 35 also dipped into the past—the more recent past—by fashioning a model of a somewhat battle-weary Japanese Zero. The non-flying scale model of one of Emperor Hirohito's attack aircraft was a popular item in the 24-category exhibit . . . and rekindled many memories of the not-so-long ago. . . .

These and many other first-prize offerings were on exhibit at the Plant 6 library, Calverton, October 20 through 22. Over-all, show director Chet Baumgartner of the Grumman Athletic Association, called the Hobby Show held at Plant 28 the best he'd seen in both quality and quantity.

First prize winners received a silver candy dish and second placers got Grumman clipboards. Male third-place winners got tie clasps representing Company products and the ladies carried off Gulfstream II pins.

Senior Vice President Bill Zarkowsky presented awards to these winners:

CERAMICS: Arthur John Murphy, Plant 31, 1; Marilyn Bolz, Plant 34, 2; Gay Wood, Plant 35, 3.

COLLECTIONS - Coin: Ken Hale, Plant 25, 1; Nortbert Wengler, Plant 25, 2; Larry Clark, Plant 28, 3.

COLLECTIONS - Stamp: Martin L. Harow, Plant 30, 1; Wilbur Pettit, Plant 5, 2; George Haddad, Plant 7, 3.

COLLECTIONS: Miscellaneous - Herbert Bradle, Plant 36, 1; Jack Strong, Plant 4, 2; Alfred Cote, Plant 30, 3.

CROCHETING: Lena Bullen, Plant 27, 1; Bessie Molinario, Plant 15, 2; Rita Hafner, Plant 37, 3.

EMBROIDERY: Astrid Sipos, Plant 2, 1; Mary Wakulinski, Plant 38, 2; Norma Frey, Plant 6, 3.

GENERAL: Rolf Brandt, Plant 5, 1; Dan Smith, Plant 5, 2; Jim Turnquist, Plant 2, 3.

GUNSMITHING: Merian Dzialakiewicz, Plant 2, 1.

KNITTING: Theresa Van Haaften, Plant 1, 1; Frances Raab, Plant 30, 2; Maxine Nicoll, retired, 3.

METAL WORK: Aage Pontoppidan, retired, 1; Dean Richmond, Plant 5, 2; Harry McDiarmid, Plant 33, 3.

MODEL PLANE: Flying-Scale - Donald Peters, Plant 15, 1; William Feigel, Plant 4, 2.

MODEL PLANES - Flying Non-Scale Original Design - Hank Womble, Plant 1, 1.

MODEL PLANES: Non-Flying - Scale - Arnold Johnson, Plant 35, 1; Jim Carmelitano, Plant 5, 2; Ronald Soreil, Plant 34E, 3.

MODEL PLANES: Non-Flying Non-Scale, Original Design - Donald Carter, Plant 30, 1.

MODEL RAILROADS: Raymond Muntz, Plant 34, 1; Cliff Franklin, Plant 1, 2.

NEEDLEWORK: Astrid Sipos, Plant 2, 1; Bernard Kreuter, Plant 38, 2; Lorraine Babyak, Plant 28, 3.

SCIENCE: Working Models - John Hsu, Plant 34, 1; Henry Schneider, Plant 1, 2.

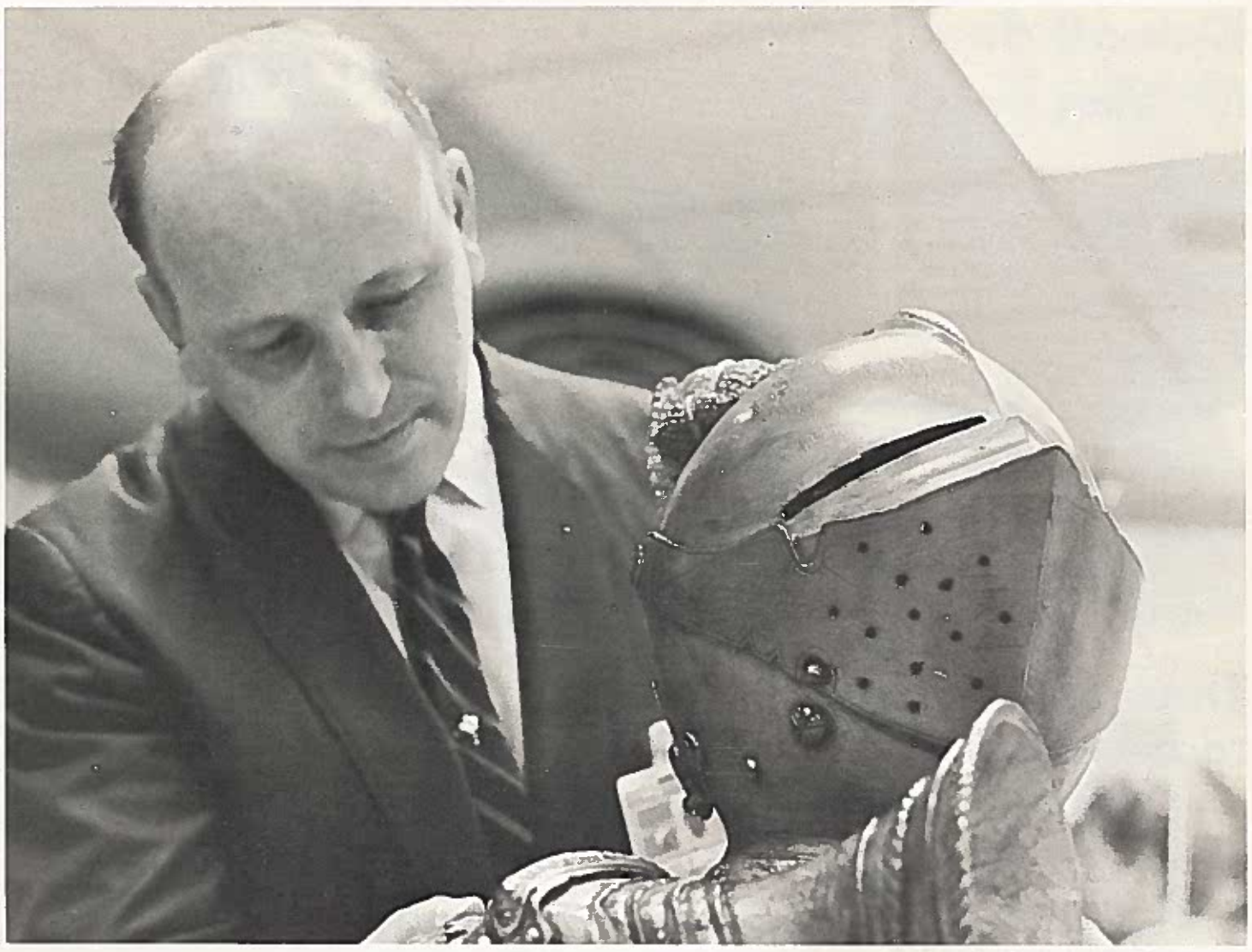
SEWING: Mary Hansen, Plant 1, 1; Charlotte Gold, Plant 35, 2; Dorothy Sengstacken, retired, 3.

SHIP MODELS: Kits - Marvin Brown, Plant 25, 1; Fred Elsner, Plant 2, 2; Dr. David Ives, Plant 35, 3.

SHIP MODELS: Scale - Alexander Cortez, Plant 27, 1; Frank Jeans, Plant 5, 2; Charles Pinkham, Plant 35, 3.

WOOD CARVING: Ed Birkett, Plant 36, 1; Richard Brennan, Plant 2, 2; Rolf Brandt, Plant 5, 3.

WOOD WORK: Arnold Elliott, retired, 1; Armando Nicoli, Plant 17, 2; Walter Nazimowitz, Plant 25, 3.



Ye olde helmet. **A wooden, realistically antiqued 14th Century helmet and gauntlet by Ed Birkett won the Best of Show prize—a $100 bond—and drew the admiration of Senior Vice President Bill Zarkowsky, who presented awards to the winners. More than 20 different categories were represented in this year's Hobby Show—everything from needlework and sewing to ship models and a miniature railroad car. (Photos by Bob Settles)**

About the next show . . .

Artists, sculptors, photographers, your own show is around the corner. First, second, and third prizes will be offered in each category and a $100 Savings Bond for Grand Prize in art (including sculpture) and in photography. Entries will be accepted at the lunch hours, and from 4:30 to 6 p.m. November 17 and 18, at Plant 28. **Color slides are to be prejudged and must be submitted to the GAA Office, Plant 28B, November 11-13.** For more information, call GAA, Ext. 2133. (Calverton exhibitors, call Katherine Eng, Plant 6, Ext. 335.)

The two-barreled show will be held in Plant 28 auditorium November 19 through 22.

The number of entries is limited to two in any one division and, for the Art Show, a total of five entries. Seven entries are permitted in the Photography Show.

Paintings should be framed, wired, and ready for hanging. Ask GAA for other rules. The Art Show categories are: (1) Oil, plastics, acrylics - landscapes; (2) oil, plastics, acrylics - seascapes; (3) oil, plastics, acrylics - non-objective, abstract, etc.; (4) oil, plastics, acrylics - figure, portrait; (5) oil, plastics, acrylics - still life; (6) oil, plastics, acrylics - nature; (7) watercolor; (8) pastels; (9) black & white, graphics, etc.; (10) sculpture; (11) miscellaneous.

Photographers should also call GAA for rules. Categories include: (1) black & white prints - a. scenes & nature, b. still life, c. people, d. animals, e. human interest, f. abstract, g. miscellaneous; (2) color prints and (3) color slides with same classes; (4) snapshots, black & white or color. Only the color slides are required to be in early for pre-judging.

Family and friends from outside Grumman may visit the show during the weekend. Entries must have been completed, or photographed, during the past two years.

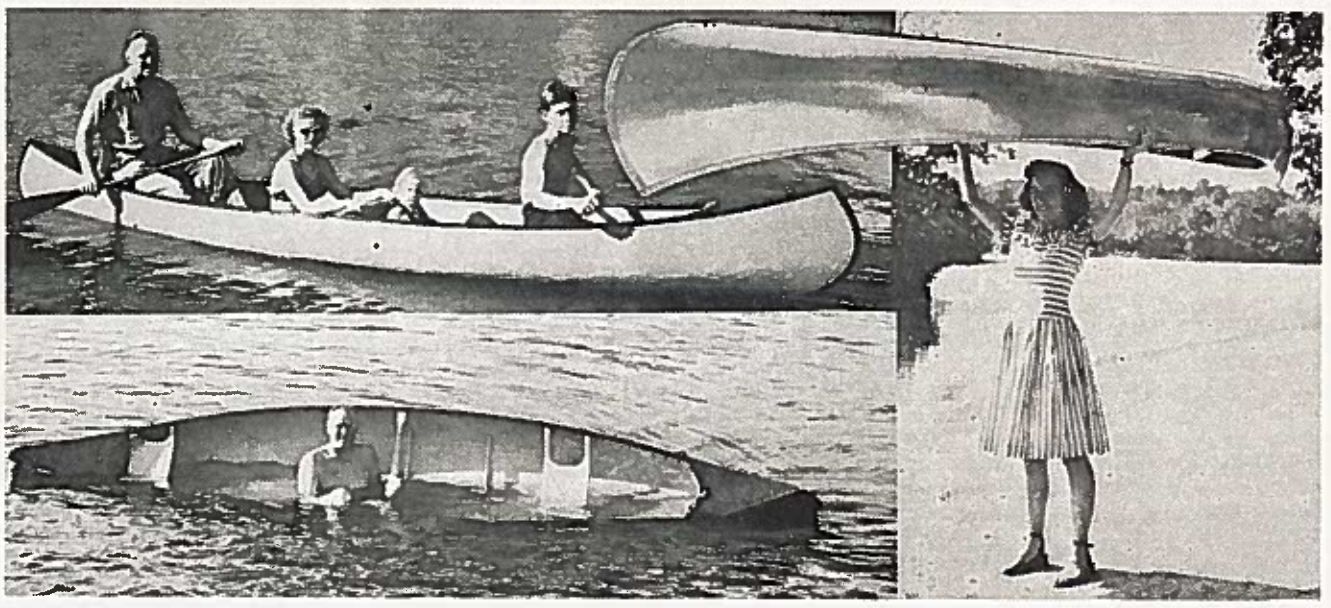
Kick off drive for Viet vets

"Add a gift to your list," the poster says.

Those two Christmas sparkplugs from the Navy Office in Plant 35, Jo Grimaldi and Elaine Montaperto, have been visiting Vietnam servicemen who are sick or disabled and confined to bed in one of the military hospitals. "Most of them are far from home. We'd like to make their Christmas merrier and we're sure there are people at Grumman who feel the way we do," the girls say.

ESO will help them collect gifts (toiletries, intricate hobby kits, "airplane models with motors," and "3M-type" games) by putting receptacles in lobbies and cafeterias. Deadline for leaving gifts: December 11. For information, call Jo on Ext. 1334 or Elaine on Ext. 87558.

The light from the heat!..



Even better now. Twenty-five years ago this month, this photo series graced the front page of Plane News as a new product, a Grumman-made light-weight aluminum canoe, got its first publicity. Recognize anyone? Yep, paddling is then President Roy Grumman giving his daughter, granddaughter, and son a ride. That's Roy again, bottom left. On right is 5-foot-1, 98-pound Joy LeSauvage showing how easy it is to use the canoe as a sunshade.

Great ideas sometimes are born of a moment of frustration that explodes into anger.

One such catalytic moment took place 27 years ago and was reported by Plane News. The event might not rank alongside such history-making occurrences as, say, Einstein's formulation of the Theory of Relativity, or Newton's discovery that an apple from a tree falls dwnward rather than upward, but the idea did lead to a fine product line.

The story starts in one of Nature's most gorgeous spots, the Adirondacks. Bill Hoffman, then assistant manager of Plant 2 (who later became a Grumman vice president and who now is retired), was fishing for trout in a small lake—one that didn't seem to have fish. Exasperated, he decided to paddle his old, water-logged canoe ashore and drag it over ground and rocks to another lake. By the time he made it, his language was hotter than the weather, an achievement of some magnitude.

"Why the heck (?) can't they make these canoes lighter . . . ? " Why not indeed? And the idea-lamp lit up with just one word: aluminum.

He sold the idea to the Grumman brass and, in 1945, the Company got into the canoe business. Some 6,000 Grumman-made aluminum canoes were made the first year. And now production is 18,000 a year at the Company's Marathon and Carmichaels plants.

The new canoes also have accessories for the fisherman's convenience and comfort. For instance, there's a rowing attachment—a seat for the oarsman and supports that clamp on the canoe in the proverbial jiffy—that permits a canoer to get more speed and power on long trips while adding greater maneuverability for fishing.

Is there another hot-headed idea man in the house?

Three named to new posts

(Continued from page 3)

supervisor of Tool Design for two years. In 1965 he was named assistant chief, Manufacturing Engineering, responsible for Methods Planning and Tool Design, and for the next two years, '66 to '68, he was manager of Manufacturing Processes and Tool Design. Then, until his most recent appointment, he was manager of the F-14 Program for Manufacturing Engineering.

He's a graduate of Polytechnic Institute of Brooklyn and is well on his way to a Master's degree in Industrial Engineering at New York University.

Lamberta served in Europe with the Army Engineers in World War II. He and his wife have four boys, the two older away at college. Hobbies? "Travel." The Lambertas live in Massapequa Park.

Air veteran

Tom Merritt talks softly, betraying a Georgia background. He comes to his new Calverton assignment from Grumman's Plant 55 in Savannah, where, from February to August, he managed that facility.

From the summer of '68 until February of '70, Merritt was A-6B Production Manufacturing manager and then, for nine months, director of all Aircraft Production Manufacturing Management. He came to Grumman from Greyhound Corporation.

Merritt learned to fly when he was in college, and as a Marine flyer in World War II he had a whirl at piloting many kinds of aircraft, from SBDs to a long roster of Grumman fighters, FF1 to F9F. He was on Kwajalein and Guam, Saipan and Okinawa, and with the occupation forces in Japan. He saw service in Korea and in Vietnam.

Merritt holds a B.S. from the University of Georgia and a Master's from George Washington University. He's a retired colonel, a graduate of the U.S. Naval War College and the U.S.M.C. Amphibious Warfare College. In his stateside assignments he has been C.O. for the big U.S. Navy Aircraft Overhaul & Repair Facility at Cherry Point, and he was also production manager there for three years.

Merritt built a house in East Setauket before he went to Savannah, and he and his wife (who have two grown children) are happy to be back in it again. They LIKE Long Island.

Paul Butler

Bill Lamberta

Tom Merritt

Safe and sound

Norm Ritter of Field Service reports that of the 315 Grumman families living in Southern California (Point Mugu, Los Angeles, and San Diego areas), none lost a home in the recent fires that swept the surrounding hills and valleys. There were a few Grummanites who did have to hose down the roofs of their houses, while others had their cars packed and were ready to take it on the lam, but all their homes were intact when the fires finally burned out.

Eighteen reach 25-year mark in October with Grumman

Topping this month's anniversary list is Arthur R. Koch, Engineering manager of the Ag-Cat, Grumman's agricultural biplane, built by Schweizer Aircraft Corporation in Utica, N. Y. Art celebrates 35 years with Grumman on October 23. His Permanent Number is 237.

Vice President Jack Rettaliata, director of Public Affairs, heads a roster of 10 who are marking three decades with Grumman this month. The others are Kenneth E. Gosline, asst. foreman, Steel Parts Assembly, Plant 2; Clifford E. Lee, Production Control - Parts Control/Major, Plant 2; Harold I. Smith, foreman, Tool Fabrication - Jigs & Fixtures, Plant 2; Edward P. Smith, Production Control - Parts Control/Major, Plant 5; William A. Wange, Contracts - Aircraft, Plant 5; Richard Crotta, Tool Fabrication - Tool & Die, Plant 6; Donald S. Briggs, Lab Test & Development, Plant 14; Alfred H. Cote, Machined Parts/Raw Material, Plant 30; Robert A. (Art) Melrose, manager, Plant 77, Stuart, Fla.

Twenty-five years ago, following the end of World War II, the United States Navy, remembering Grumman's part in "the greatest victory in history," issued an invitation to all the employees to visit the aircraft carrier Enterprise, tied up at Pier 26 in Manhattan. About 15,000 Grummanites and members of their families attended the "open house," in tribute to the Big E and its aircraft.

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Grumman welcomes to its Silver Anniversary list 18 who are completing a quarter of a century with the Company in October:

PLANT 1: José Martinez, Power Plant Design; Gilbert W. Griffiths, Component Application & Design Process; Richard J. Cyphers Jr., Project Engineering - Development Aircraft; Roger M. Longenecker, Inspection - Mechanical.

PLANT 2: Pino Guarino, Router & Shear; Joseph Benigno, Parts Paint; Harry P. Ullrich, Tool Fabrication - Templates.

PLANT 3: Robert R. Gagnon, Engraving.

PLANT 4: Albert E. Furio, Production Control - Records & Release; Frank Romano, T/M Methods Engineering - New Programs.

PLANT 6: Frank A. Hillenbrand, Prototype; Spencer E. Tweed, Instrument Test; Harry J. Lissenden, Plant Protection.

PLANT 18: Carmine Renaldo, Plant Protection.

PLANT 30: Ernest R. Belanger, Communications.

PLANT 33: Harold P. Bangs, Instrument Test.

PLANT 34: Kenneth W. McFall, Technical Directives; William R. Smith, P/S Technical Writing.

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Forty men and one woman complete 20 years with Grumman:

PLANT 1: Irving M. Austin Jr., Fuselage Forward; Leslie Newlands, Plant Stores & Distribution; Walter S. Mobley, Facilities Maintenance; Harvey J. Knopf, Structural Designers; Douglas V. Hutchings, Structural Analysis; Frank J. Packy, Component Application & Design Procedure; Charles Doerlich Jr., Vehicle Drafting.

PLANT 2: James Toscano, Press; Alfred R. Herrschaft and Gordon Clark, Controls; Edwin H. Handshaw, Tanks & Ducts; Francis X. Hackett, Tool Fab - Templates; Stanton C. Akley, Tool Fab - Status/Tool Control; Henry Buchanan Sr., Facilities Maintenance; Peter A. Bartolillo and James J. Padberg, Inspection - Mechanical.

PLANT 3: Hosea V. Lee, Spotweld.

PLANT 5: Charles J. Webber, Surfaces & Assembly; Warren D. Rohde, Photography & Television; Robert M. Bram, Advanced Aircraft Systems; Harry M. Burns, Public Affairs.

PLANT 6: Walter Latinski, Instrument Fab Repair; Daniel M. Erickson Jr., Instrument Test.

PLANT 8: Hugh J. Wallace, Repair Control.

PLANT 12: George Sinram and Robert Milau, Maintenance - Rearrangement.

PLANT 15: Francis J. O'Reilly Jr., Product Support Program Management.

PLANT 21: Allen M. Zegel, B/P & Off-Site Warehouses.

PLANT 24: Joseph J. Weglarz, Receiving Inspection - Machine Parts.

PLANT 25: Richard B. Flanders, Structural Test Engineering; Michael A. Kopsco, Project Engineering - Development Space.

PLANT 30: Margaret T. Wuestman, Inventory Control; William F. Leonard, Accounting Administration.

PLANT 33: Thomas McPartland, Avionic Fabrication; Chester Wilenski, Production - Budgets Manpower; Roy C. Jewels, T/M Methods Engineering - Electronic.

PLANT 34: Hubert Sutton, Facilities Maintenance; Alfred G. Cuffe, Flight Mechanics.

PLANT 37: Anthony F. Soldano, Maintenance/ Repair/Operation Supply.

PLANT 39: Edward H. Mills, Manufacturing Test.

PLANT 77: Donald B. Terrana, Production Engineering, Stuart.

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Two women and 35 men are reaching the 15-year mark at Grumman.

PLANT 1: Gerard A. Stackhouse, Plant Stores & Distribution; Frank C. Russ, Release Checking; Edward R. Rolko, Machining Engineering; Anthony G. Stanziale, Program Management - F-14A.

PLANT 2: Andrew Williams, Alodine; James C. Cotton, Final Assembly; Katherine M. Lennon, Production Administration; Joan F. Poche, Production - Budgets Manpower; John E. House, Production Control - Parts Control/Major; Edmund Boguta, and Charles Hines, Intra-Plant Transportation; Harry J. Neumann, Tool Fab Sub Assembly - Tools.

PLANT 5: George Starr, Wood Shop, Joseph F. Meenan and John B. Shinn, Inspection - Aerospace Assembly.

PLANT 6: Martin Barlosky, Government Material Control.

PLANT 7: Gordon E. Downs, Hydraulics.

PLANT 14: Daniel Medeiros, Facilities Maintenance.

PLANT 21: Georeg Fikar, B/P and Off-Site Warehouses.

PLANT 22: Louis R. Forte, Advanced Programs - Manufacturing Plans/Cost.

PLANT 25: Ahmed Sulton, Systems Design.

PLANT 27: William Creed, Lawrence R. Wilman, and Edward T. Shumski, Fiberglass; Harold J. Stanley, Quality Control Laboratory.

PLANT 28: William B. Brown, Management & Staff.

PLANT 30: Charles Ganassa, Material - Pricing and Budgets; Milton C. Hamje, Facilities Administration.

PLANT 34: William J. Curtin, Product Support Tech Illustration; George E. Slavik, Configuration Data Management.

PLANT 35: Frederick Berger, Propulsion; Robert H. Weiss, Electromechanical Design; Robert C. Lecarpentier, Instrumentation Engineering; Howard R. Moreira, Aerodynamics Administration.

PLANT 37: Charles P. Jantz, Jr., Maintenance/ Repair/Operation Supply.

PLANT 38: William Strasburger, P/S Training Project.

J. Martinez, Power Pl. Des. | G. W. Griffiths, Comp. Applic. | R. J. Cyphers, Proj. Engg.

R. Longenecker, Inspection | P. Guarino, Router & Shear | J. Benigno, Parts Paint

H. P. Ullrich, Tool Fab. | R. R. Gagnon, Engg.

F. Romano, T/M Meths. | F. Hillenbrand, Prototype | S. E. Tweed, Instr. Test

H. J. Lissenden, Plant Protec. | C. Renaldo, Plant Protec. | E. R. Belanger, Distrib. Serv.

H. P. Bangs, Instr. Test | K. W. McFall, Tech. Direc. | W. R. Smith, Tech. Writing

Mal Ketcham sends his best —and with it wins top prize

If you've been wondering "Where Have all the Flowers Gone?," you could have found them at the Flower Show held in the Plant 2 Cafeteria October 22.

It may have been a chilly, rainy, windy day, but the sun was shining inside at the show. Row after row of chrysanthemums and a sprinkling of roses and dahlias—in all sizes and colors—provided each visitor with a cheery greeting.

All the exhibitors had to get up early on the morning of the show to be sure to get their entries in. Mal Ketcham, now retired, was called away unexpectedly and couldn't attend the exhibit but he made arrangements for his entries. Lucky he did. Included in then were blue ribbon and Best in Show winners.

Got involved

John Steffens, director of the Flower Show and one of the prize winners, got involved with flowers and flower shows some time ago. "It all began when my wife started growing roses as a hobby," he laughed. "I began by just helping and doing the planting and digging—the hard work. The next thing I knew, I was as involved as she was. My friend Joe Gregg bugged me to enter one of the flower shows. At first I refused," he said, "but then as a lark, I entered one of my own roses. It won first prize. I felt pretty good about that, and when it also won Best in Show I knew I was hooked." John's interest branched out from roses to include chrysanthemums, too, and last week he left the Show with four ribbons in his pocket.

Vice President Mike Pelehach, F-14 Program director, looked around with some amazement as he was about to present the awards. "Being so busy making airplanes, I never dreamed all this went on. I'm envious of your green thumbs."

Otto Schineis captured first and third in the single seasonal and first in the seasonal assortment of dahlias.

Judges were John Portelroy, president of the National Chrysanthemum Society, and George Scholl and Mrs. Clement Winter, members of the L. I. Chrysanthemum Society.

Prize winners were:

SINGLE MUM - Class 1 (White, yellow): Mal Ketcham, 1; George Loven, 2; John Steffens, 3; Mimi Abbatiello, HM.

SINGLE MUM - Class 2 (Red, pink, bronze): John Steffens, 1 & 2; John Bassler, 3; Mimi Abbatiello, HM.

SINGLE SPIDERS, SPOONS & QUILLS - Class 3 (any colors): Mimi Abbatiello, 1; Mal Ketcham, 2; George Loven, 3; John Bassler, HM.

SINGLE SPRAYS - Class 4 (any color): Ida Tallman, 1 & 3; Mimi Abbatiello, 2; Frank Sadowski, HM.

SEASONAL ASSORTMENT - Class 5: Ida Tallman, 1 & HM; Mimi Abbatiello, 2; John Steffens, 3.

SINGLE SEASONAL - Class 6; Otto Schineis, 1 & 3; Mal Ketcham, 2; Roy Goddard, HM.

SEASONAL ASSORTMENT - Class 7; Otto Schineis, 1; Mal Ketcham, 2; Frank Sadowski, 3; Harry Buchanan, HM.

ARRANGEMENT - MUMS - Class 8: Bill Pettit, 1; Dorothy Kappenberg, 2; Ida Tallman, 3 & HM.

ARRANGEMENT SEASONAL - Class 9: Dorothy Kappenberg, 1; Bill Pettit, 2; Roy Goddard, 3 & HM.

Hooked. John Steffens (L) Grumman Garden Forum director, branched into chrysanthemums after he got hooked on growing roses. Vice President Mike Pelehach, F-14 Program director, said, 'I was so busy building airplanes, I never dreamed all this went on.' He gave out the prizes.

OAO delay

The new Orbiting Astronomical Observatory, OAO-B, is at Kennedy Space Center, almost ready for launch. Mid-October had been its previous launch date, when a short circuit in a heater control postponed it once and a problem in a computer postponed it again. OAO-B will go into orbit from the Cape as soon as all systems are go: November 17 at the earliest. OAO-B carries the Goddard Experiment to gather ultraviolet radiation data from 14,000 stars.

OAO-2 will complete 10,000 orbits on November 2.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

JOHN B. GOULD of KSC LM Operation Management, Plant 83, died October 9 at the age of 34. He had been with Grumman since 1962, and his home was at 455 Riverside Ave., Merritt Island, Fla.

JEROME H. BERNSTEIN died October 13 at the age of 54. He had been with the Company since 1944, and he worked in Tool Fabrication - Status/Tool Control, Plant 2. He lived at 41 Hendrickson Ave., Lynbrook.

VICTOR G. ROBERTS died October 20 at the age of 59. He worked in Facilities Maintenance, Plant 12, and had been with Grumman since 1958. His home was at 8 Putnam Ave., Glen Cove.

ANNA D. SOSNOWSKI of Distribution Services, Plant 36, died October 21. She was 58 years old and had been with Grumman 19 years. She lived at 224 Moore Ave., Hempstead.

JOHN GERAL, a 22-year man, died October 23. He worked in Power Plant at the Stuart Facility and lived at 914 Waveland Ave., Jensen Beach, Fla. He was 48 years old.

FRED JIRINEC, just completing 34 years with Grumman, died October 25 at the age of 56. He worked in Production Control - Parts Control/Major, Plant 2, and his home was at 21 Summerset Ave., East Islip.

Visitors from European firms have an international exchange

A group from the Norwegian Institute for Personnel Management, representing firms in Denmark, Sweden, and Norway, arrived at Bethpage October 12 as part of an international exchange program.

While on their four-week study tour of the United States, the seven men comprising this first group expect to visit various other industrial firms in the Midwest, Southwest, and Far West before returning home.

At Grumman, their visit included tours of plant facilities (they were especially interested in viewing the Lunar Module), and discussions on personnel topics that ranged from management development to the role of behavioral sciences in personnel. Dan Knowles, director of Personnel for the Company, headed the Grumman team during the discussions.

Visiting Grumman were Ejvind Oxe, personnel manager, Danish Cooperative Union and Wholesale Society, Denmark; Folmer Bang, personnel manager, BP Oil Company Ltd., Denmark; Helge Hane, director of personnel, Alfa-Daval AB, Sweden; Gunnar Lonn, director of personnel, Stockholm Electricity Works, Sweden.

Also, Paul Johnsen, personnel manager, Tandbergs Radiofabrikk A/S, Norway; Reidar Sandgrind, personnel manager, Norwegian Cooperative Union and Wholesale Society, Norway; and K. J. Ruud Syvertsen, director of training and management development, A/S Borregaard, Norway.

Exchange program. Grumman Personnel Director Dan Knowles answers query while conducting a briefing on Company personnel practices for group from Norwegian Institute for Personnel Management. (Photos by Fred Annette)

Tough old bird to go on display after 'slight' dunking in deep Pacific

Would you believe? Earl Ketcham, Field Service rep, stands on the wing of an F6F Hellcat that had been entombed in 3,400 feet of water off the coast of San Diego for 26 years. The aircraft was raised from the depths and was in remarkably good condition. It's destined to be a permanent resident of the North Island Museum—after scientists have had a chance to study its condition.

Talk about being in deep water! And the "rescue" of Grumman F6F-3 Hellcat 26 years later! Sounds like a Believe-it-or-Not from Ripley.

On January 12, 1944, Navy Ensign Robert F. Thomas was flying an overhauled Hellcat at 20,000 feet near the coast of San Diego when he spotted a group of his comrades flying maneuvers at a much lower level. For kicks, says Thomas, now a supervisor at the New York Air Control Center at Bohemia, "I decided to dive on them and make an overhead pass. I nosed the plane over and pulled out at about 7,000 feet, and when I did, the engine simply quit on me. I'd lost all fuel pressure."

He and the Hellcat parted company as he hit the water flat and went under water for a time before his Mae West life jacket was inflated and popped him to the surface, where he was picked up by a Coast Guard vessel. (Thomas went on to become a Navy ace and flew Hellcats—and in one case, he knocked down four enemy planes and had "two probables," and got back to base although there were 200 bullet holes in the plane. That action earned him a Navy Cross.)

Now the story gets updated to 1970: "Deep Quest," a Lockheed research submarine, spotted the Hellcat in 3,400 feet of water. Could the Hellcat be salvaged?

Well, Grumman's Field Service relayed the message to Bethpage: Can we get from the files the drawings of the hoisting points and slings for the Hellcat? Tony Fuori's gang retrieved the Erection Maintenance manual, and with that information, the Hellcat was raised in what is believed to be the first deep-ocean recovery operation.

"Damage appeared slight," read an article from The San Diego Union, "and corrosion and barnacle encrustation seemed minor. . . ."

That tough old bird from the Grumman Iron Works is destined to sit, proudly, in the North Island Museum.

Going up! Divers secure lifting bridle to nose of F6F Hellcat as Lockheed's small sub Deep Quest (not shown) gets to the ocean surface while playing out a long nylon cable. Then the Navy floating drydock USS White Sands secured the cable and pulled up the long-doused aircraft.

Marines first . . . again

The Marines have landed . . . aboard the USS Forrestal. It was a friendly "invasion," and what makes the event so special is that it was the first time a Grumman EA-6A Intruder had been flown aboard a carrier. Five Marine crews from VCMJ-2 at Cherry Point, N. C., headed by Maj. R. C. Conway, completed their daylight carrier qualification trials with the electronic countermeasures aircraft October 3 while the Forrestal was cruising off the Carolina coast.

It may have been a first for the Marines, the EA-6A, and the Forrestal, but the air crews are not what you'd call "new" to the flying game: They have logged almost 25,000 hours total flight time, have amassed over 2,000 combat sorties, and have earned four Distinguished Flying Crosses and numerous Air Medals.

Got a question?

Plane News invites readers to send in questions that might be used for the "You Said It" feature. Think of a subject that would have broad general interest (see question used in this issue) and state your question in 15 words or less. If it is used, Plane News will give you a set of Grumman glasses, and publish your own answer and picture.

Politics, the state of the nation, questions that touch the lives of most Grummanites are possibilities, so long as they are of a non-religious nature. The Plane News staff will decide the winners.

Write or print your question and include your name, clock and permanent number and phone extension, and your answer to your own question if you like, and send to Plane News, Plant 5 Mezzanine, Bethpage. This is your chance to win a set of glasses and add some reader interest to the paper. Start the questions coming.

Intruder skipper . . .

Last August, Cdr. Bill Rubey (shown above left), skipper of Attack Squadron 145, was presented with a 1,000-hour plaque by Cdr. J. E. McKnight, Commander Attack Carrier Air Wing 2, for long-time service in the Grumman Intruder. Rubey passed that milestone during Air Wing exercises at NAAS Fallon in California while the squadron was preparing for deployment to the Pacific aboard the carrier Ranger.

. . . congratulates A-6 veteran

The following month, Commander Rubey did a turnaround—this time he did the presenting—as he congratulated Lt. Cdr. Jim Vester for his 1,000th flight hour in the A-6. Vester picked up that honor about the same time he landed aboard the Ranger for the first time. Vester, shown above with Rubey (L) and Grumman rep Bill Tappe (R), began flying Intruders back in January 1966 with VA-42 in Oceana, Va. Now he's attached to VA-145 and is on his second combat cruise with that attack squadron.

Ferragamo, Dudonis explode for season's highest pin marks

When you've had 10 straight strikes and you're working on the 11th, and you sense half the bowlers in the house are watching, the most difficult thing to do is to keep from collapsing as you deliver the ball. Tony Ferragamo found himself in that predicament a couple of weeks ago while rolling in the Gray league at Syosset. Admittedly he was a little "shaky," but if it weren't for a wiggling 10 pin, he might now be in the Grumman hall of fame for a perfect game.

But Number 10 stood, and Tony's bid for 11 straight went aglimmering as he knocked down nine. He converted the spare and finished up with a strike to notch a sparkling 289 while setting an individual game mark that will be a little hard to beat this season.

Tony, who works in Drafting Services, Plant 39, holds a 175 average but he was having a difficult time finding the pocket before he unloaded his big game. His 289 (32 sticks higher than he's ever bowled) boosted him to a 611 for the session, but short of Frank Link's 626 loop record.

In a recent round of the Classified circuit, Bob Dudonis tried to put both individual records out of sight on the same night. He darn near did it, too. On games of 222, 243, and 254, he forged an excellent 719—the first 700 recorded this year in Grumman leagues—and now holds both individual marks in the loop. . . . Sal Sarro punched out 238-593, for runner-up honors in Classified play, while Paul Martorella finished with 257-587 in Gray competition.

Big string

Stan Domagala tied together games of 215, 208, and 246 to push the series mark in Red play to 669 while also grabbing a piece of the game record held by George Eyring; then he watched in the following session as Paul Waisanen made a run at both records with a strong 246-235-645. Other hot shots were Hans Flader, 234-215-634; Herb Pirkl, 223-222-623; Eyring, 218-610; Ray Sutton, 206-219-618; and Joe Peterla, 232-601.

Steve Cominski scooped up honors in Babylon Mixed action recently with 225-622, thereby bumping Ed Flanagan (223) and Ed Gabriel (223-588) out of the record book. And Barbara Rumsey's 209 and Pat Sabatelli's 505 now head the women's scoring efforts at Babylon. . . . In the Aerospace loop, high scorers included Tony Missale, 213-595; Tony Rivello, 235-597; Clem Joie, 206-575; and Fred Kuehne, 565. . . . Ray Johannessen registered 222-591 to show the way in the Black league, with Nick Bilogan's 201-214-587 a bright spot in the following session. Bob Specht's 204-200-586 and John Stephens' 222-579, Ernie Neves' 211-571 and Ed Eastman's 210-571 were among the other good efforts.

High game

A booming 266, combined with 228 and 212, carried Ralph Laurino into Nite Owl prominence with a hefty 706 a couple of weeks ago, as he outdistanced Louie Sanfilippo who finished the session with 234-222-636 and Ed Truglio, 204-223-625. In later rounds, Ernie Jenkins climbed to 657 on 236, 219, and 202, while Rudy Dunkley closed at 634 with help from 211 and 234, Harry Haase hit 217-603, and Sanfilippo forged 604 on 219 and 212.

The 4S's got a lift from Sid Weihs in Monday Night Mixed competition two weeks ago, and he did himself some good, too, as he flipped 223-635 to smash Walt Becher's old mark of 593. Al

Tony Ferragamo

Greenberg's 550, Ronda Hoffman's 477, and Bill Anckner's 532 were other highlights. . . . George Slavik's 225-572, Steve Kish's 222, and Dom Sansone's 551 were high in returns from the Trader loop. . . . In the Outpost loop, Bill Gallagher clicked for 232-594 and Sal Minardi tallied 209-576. . . . A 247-598 opened the door to the Lunar record shop for George Demarest.

Bruce Karen was consistency itself in the Masters loop as he hit games of 200, 208, 211, and 214—good for 833, but it was a slightly more erratic Fred Skirde that took down honors in the league with a record 860 on games of 202, 213, and 255. Karen and Ed Hilbert head the high-average bowlers in the Masters with 195. . . . Pete Caruso's 222-543, Walt Matuza's 549, and Jack Warner's 226 led Brown reports. . . . Maggie Gaynor racked up 202-545, both records for women, and Gene Burgess collected 200-557 to head Patchogue Mixed play. Others rolling well were Joan Burgess, 518; Bob Geer, 225-556; Ken Becker, 210-544; Mick Garett, 533; Norma Landin, 542; and Virginia Geer, 201.

And look who's setting more records. John Betterino, of course. How many leagues John bowls in is privileged information (and he won't tell), but it's more than likely he holds the records in all of them. The latest: 252-235-666 (another record-breaker) in the Syosset Mixed circuit. It must have been something in the air. Rita Mathia and Monica Wojtyniak rolled into the women's record book with 210, and Rita went on from there to register 201 for another new mark, 603. Monica closed at 578. Rita matched her high game the next week to close at 594, but Joyce Boccafola put her bid in for league honors with 213. Rita will have to be satisfied with the series record for awhile.

Hal Lessmann, who holds the Woodbury Mixed game and series records with 242-601, hit 572 recently to lead the scoring in the league. George McGrelis chipped in with 237-551 and Donna Lawrow threw 190-474.

Net tix

For devotees of that tall-guy in-sneakers game called basketball—and especially those fans who follow the Nets team—a first-class bargain is yours for the buying.

The New York Nets have special industrial discount tickets. Instead of paying $5.50, $4.50, and $3.50 per seat, the industrial discount runs at 20 percent less, or $4.40, $3.60, or $2.80 respectively.

The bargain-price tickets are available at the Grumman Athletic Association office in Plant 28B.

Ski Club planning 'fun' get together

There's a real wing-dinger coming up!

"It's hoped that all fun-seekers will be there," is the way a spokesman for the Grumman Ski Club puts it. Well, now! Opportunity slope, we'll be there!

Where? Holiday Manor on Hicksville Road, Bethpage. Time: 9 p.m., November 13. Cost: $2.50. Events (keep an eye on this one): cocktail hour, band, dancing, socializing. Also, door prizes.

This is the pre-ski season kickoff for activities that keep you hip-deep in the white stuff . . . and after that melts away, don't cry, 'cause the post-season action can be great, too.

So remember the 13th. The note from the Ski Club says, "An unforgettable night is promised to all who attend. . . . " Let's see, what are we doing on the 13th?

Teaming up. Tom Botelle 'goes to school' on Bernie Capone's putt, and teamwork such as that earned for them the golf league championship at Plant 77. Capone also won the MVP award in the loop at Stuart, Fla. (Photo by Neil Johnson)

Geremia edges Montague for court title

John Geremia is the 1970 handball champ at Bethpage. He did it in five straight games, and in only one, against Bob Montague, was it close. That was a 21-17 verdict, but Geremia made it more convincing in the final as he clipped Montague 21-4.

In the opener, Geremia whacked Tom Jenkins, 21-7, then followed with victories over Len Enlund, 21-10; Montague, 21-17; and Nick Bincarowsky, 21-4.

Montague and Bincarowsky fought it out in the finals of the losers' bracket, with Montague the winner on a 21-15 decision.

Bocce champs

That tension-loaded Italian version of lawn bowling, bocce, rolled to a halt for the season recently as weary contestants in Plant 6 and Plant 24 leagues either copped the mythical crowns or snorted, "Just wait until next year."

At Plant 6, L. Benco, F. Crakow, R. Somers, and R. Eberle of the Liners won top slot. In second place were the Thunderchiefs, a squad made up of J. Romanski, G. Beran, R. Bishop, C. Fossett, and R. Raynor.

Team 7 took it all at Plant 24 with Rae Fontana, J. Galvano, R. T. Firth, and H. Chubra the team members. In second place was team 3, peopled by Jo Ann Loeffler, A. Knight, A. Bichoff, and C. Seloch.

'Shoe titlists

Sal Catalano was high in the saddle as he dumped contender Cleo Rhodes in three straight sets, 21-20, 21-20, and 21-10, to take the singles title in Plant 27 horseshoe competition.

In doubles play, John Stephens and Hank Ferro bested Cleo Rhodes and Bill Stevens, 21-10 and 21-14, while Al Vogel and Walt Matuza clipped Conrad Vogel and Tom Kondos, 21-19, 21-17. In the title match, Nickel-Matuza won, 23-19, 25-19, 25-19, 13-21, 22-11.

Mini, midi, pants suit — what's your preference?

Lucille Woods
Statistics-25

I like the mini skirts and the pants suit but not the midi. I feel more comfortable in pants than in a dress and if the other girls wore pants suits to work I'd wear them too. I don't think a pants suit is as distracting as the mini. While I think the girls should be allowed to wear pants suits to work I think that they should be in good taste and good shape.

Gladys Thigpen
Facility Equip. & Gen.-15

The pants suit and the mini. While the pants suit doesn't belong in an office, I find it would be more comfortable for me in my line of work. Even though I like the mini when I go to a party, I prefer wearing a pants suit. I like my comfort.

Terry O'Grady
Systems Test and Simulation-15

I think the mini should stay. AMEN. Most women look very attractive in the mini and it really isn't too distracting. The pants suit will be popular as so many women are fighting the midi trend. No, I don't like the midi. I prefer, much prefer, the mini.

Patricia Hart
Product Development-5

I like the mini and the pants suit very much. I don't like the midi at all. I like the pants suit because it can be dressed up or dressed down, but not for business. If the midi took over, I'd either make my own clothes or buy the midi and alter it to a mini. I would not wear a pants suit to work; I don't think it belongs in the aircraft industry.

Donna Petresky
Product Suppors-15

The midi! I've tried one on, ugh. I think minis that are 4 or 5 inches above the knee are fine. Pants suits are okay but I wouldn't wear one to work. The tailored pants suits are not feminine and I wouldn't want to look like one of the guys. I might wear one to a party if I became desperate but definitely not to work.

Richard Maragni
Crew & Equip. Int.-25

Girls will wear the midi because it's the new fashion, even though they know the guys all dig the minis. Though I do believe the girls should wear what they want, I'd rather see a mini skirt than the pants suit any day. Midis are bad for morale: mine.

Emma Albert
Contracts-5

Minis are fine for young girls, but midis are awful for everyone. All they have to do now is bring back bobby socks. I like pants suits but I think that they may be too warm for the office, although I would wear a pants suit if it was acceptable.

Glenda Lassiter
Advanced Development-25

I love the midi and the maxi. I go from one extreme to another. I'm all over this plant, from one floor to another and wearing the longer skirts doesn't interfere with my moving around. The pants suit doesn't impress me at all. When I worked nights in Repro, I wore a pants suit and I felt uncomfortable.

Lillian Dubois
F-14 Program-15

I think the midi is very feminine, I like the lines of it. It takes away from the legs but it draws attention back to the torso. While I like the pants suit, I don't think it's acceptable for work. I can hardly wait for colder weather so that I can wear the four midi outfits I made. I do like the midi.

Carol Fredericks
Operation Planning-2

I think the midi is very, very ungraceful looking and it takes away from a girl. I like the mini and the pants suit. I won't be dictated to by the fashion world; I never have and I never will. Girls that wear midis look like they just came off the boat.

Edith Sundman
Receptionist-15

I see a prolonged feminine attire. Whether you think I'm square or not, I like appearing a woman in a man's eyes. The modified midi isn't bad, and for a social gathering there is nothing like a dress for femininity. Pants suits? Not for business.

Denise Bould
Contracts-5

I like a combination of all three. I don't really care for the midi and as for the pants suit I wouldn't wear it to the office unless the weather called for it. While I like all the fashions, I don't believe that all are appropriate for work. Pants suits are more for non-business activity.

Photos by Marie Trimborn

On the move

Another link in the chain of F-14 progress has been forged successfully.

On Saturday, October 24, at just about 5 p.m., aircraft Number One was wrapped in its pre-made cover at Plant 1. Then it was carefully moved up a ramp and placed on a specially-designed flatbed trailer. At about 3:45 a.m. on the 25th—with Vice President Tom Rozzi in the lead car and Vice President Tom Johnson following—the caravan moved eastward. In just a shade more than three hours, Number One was at Plant 7 in Calverton.

"The trip went exceptionally well," reported Frank Leone. "The rig was fantastic."

The task ahead is completion of the aircraft and final assembly operations prior to flight—such things as a ground vibration survey, fuel functional check and calibration, installation of black boxes, taxi check by the pilot, and so on.

As for schedule, it's right on the button!